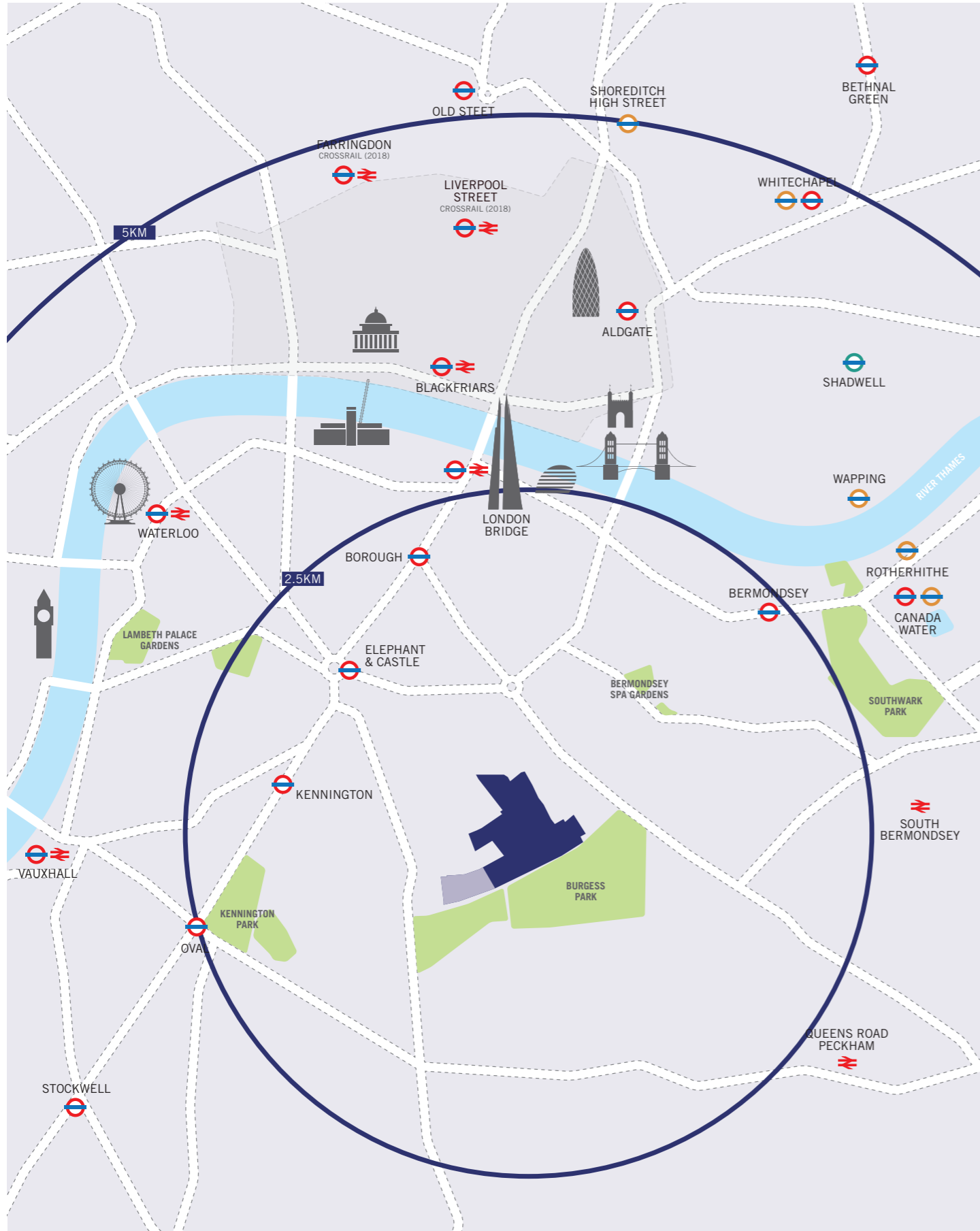


Masterplan Application



Design & Access Statement Addendum

HTA Design LLP, Hawkins\Brown, Mæ

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AYLESBURY NOW

**AYLESBURY
REGENERATION
DESIGN AND ACCESS
STATEMENT
ADDENDUM**

OUTLINE PLANNING APPLICATION



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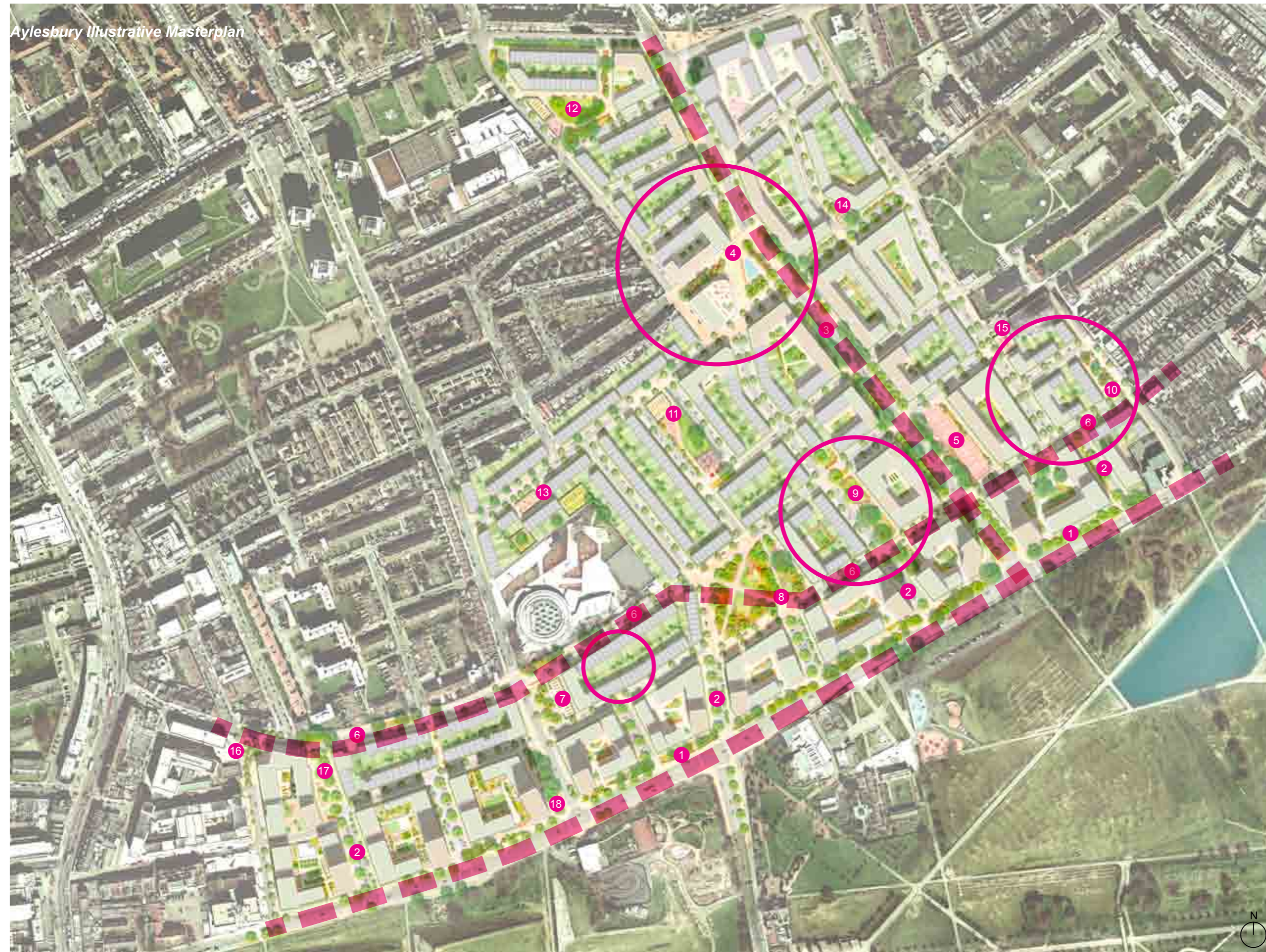


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Aylesbury Illustrative Masterplan



Key

- 1 Albany Road Park Edge
- 2 Park Edge Green Links
- 3 Thurlow Street
- 4 Aylesbury Square
- 5 Thurlow Park
- 6 Aylesbury Community Spine
- 7 Michael Faraday Square
- 8 Gaitskell Park
- 9 Planes Park
- 10 Bagshot Park
- 11 Missenden Park
- 12 Dawes and East Park
- 13 Inville Park
- 14 Alsace Park
- 15 Alvey Park
- 16 Westmoreland Square
- 17 Westmoreland Park
- 18 Portland Street Park



1.1 PURPOSE OF THE DOCUMENT

This Design and Access Statement Addendum accompanies the application for the Masterplan Outline Planning Consent (14/AP/3844) for the redevelopment of the 22 hectare site currently forming part of the Aylesbury Estate. The outline application area forms the stages two to four within the wider regeneration of the Aylesbury Estate.

Further to the submission of the Masterplan Outline Application in October 2014, the scheme has evolved in response to post-submission engagement with key project stakeholders including Officers at Southwark Council, the Greater London Authority and Transport for London.

This document records this evolution describing the amendments that have been made to the scheme since submission.

The changes made across the Masterplan Site are relatively minor and the overall approach in terms of site layout, massing, height, urban and architectural design, building layout, elevation detail, materiality, landscape and public open space remains as described in the Design and Access Statement that accompanies this application and should be read in conjunction with this document.

1.2 SUMMARY OF SCHEME AMENDMENTS

A summary of the key changes made to the scheme is set out below and highlighted on the diagram opposite. For the most part, the amendments reflect minor adjustments to plots and sub-plots, an addition to the site boundary, massing on and around the Aylesbury Square, approach to movement and circulation, quantum of open spaces and increased flexibility for non-residential uses along the Community Spine. In addition, there is an alteration to the total number of habitable rooms for the overall site.

The key amendments to the scheme are, in sum, as follows:

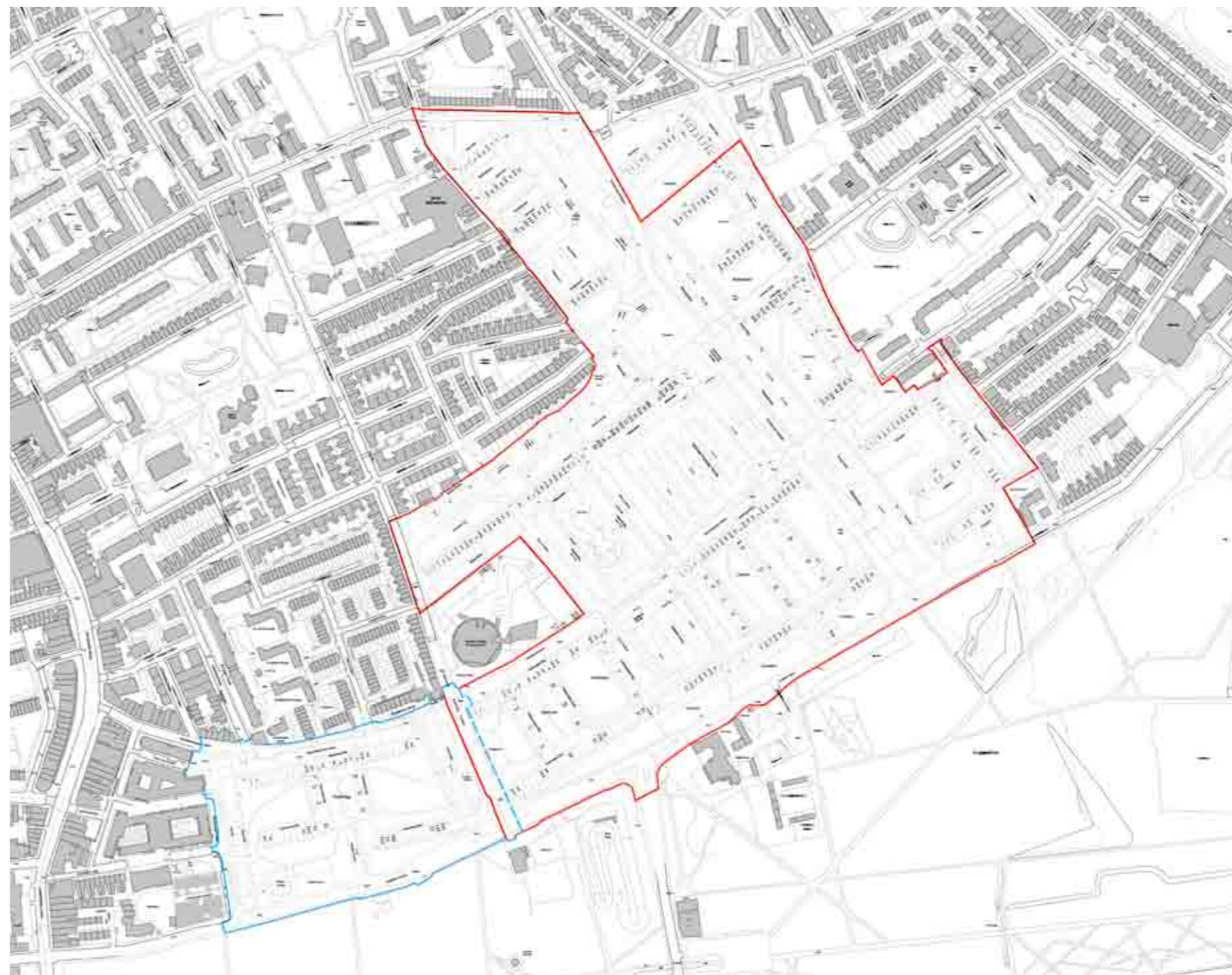
1. The site red line boundary has been extended to include part of Portland Street.
2. Sub-plots 17a and 17b have merged. Sub-plots 5b and 5c and 15a and 15b have slightly moved, and plots 9a and 9b have increased in footprint;
3. Massing and proposed heights on Aylesbury Square (Plot 18) have increased, and plot 9c has merged for phasing purposes;
4. The street network within the Masterplan has been clarified to reinforce the intent of a movement hierarchy that emphasizes key pedestrian and cycle routes through the development within the proposed street design and character. This includes the cycle strategy of the existing roads of Albany Road and Thurlow Street, where further design will be undertaken on these roads in collaboration with Southwark's Highway Department, Transport for London and Sustrans to ensure that both LBS' and TfL's Cycling Strategies are incorporated without any reduction to bus journey times.
5. The minimum amount of public open space has decreased to ensure sufficient access is provided around the perimeter of the proposed open spaces to adjacent buildings.
6. Increased flexibility has been incorporated into the Community Spine to allow for small shops or community uses to be incorporated along this route.
7. The overall number of habitable rooms delivered within the Masterplan has increased where two bedroomed for bedroomed maisonettes have been counted as four habitable rooms in place of three. This reflects how the maisonette and duplex accommodation will be provided with separate living rooms and kitchen diners across the target rent and shared ownership tenure. Approximately half of the private two bedroom maisonettes will also provide separate living rooms and kitchens with the remaining half delivering an open plan layout to allow flexibility in plan, to provide choice and reflect different lifestyles.

2.1

SITE BOUNDARY

The site boundary of the Masterplan Outline Planning Application has been extended to include part of Portland Street, as shown opposite.

Revised Parameter Plan 01- Site Boundary



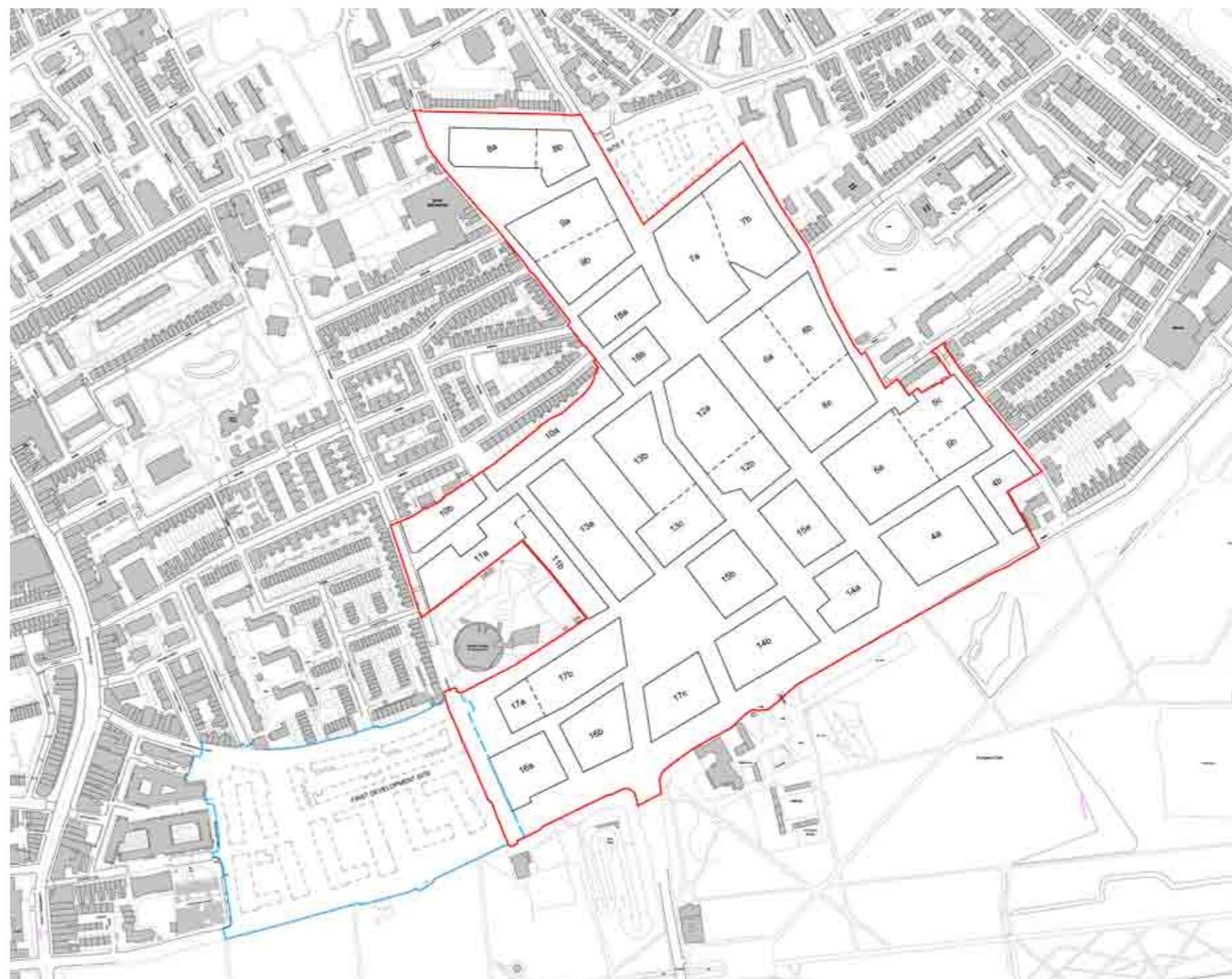
2.2

PLOTS AND SUB-PLOTS

There have been slight alterations to plots and sub-plots as a consequence to minor adjustments to the movement and circulation network.

- Sub-plots 5b and 5c have moved north slightly due to an increase in the street width to the south.
- Sub-plots 9a and 9b have changed as a consequence of further design work to Aylesbury Square to allow the square and its uses to be delivered in one phase. Sub-plot 9c has merged with 18a for the same reason.
- Sub-plots 15a and 15b have also moved position slightly due to the street widths around Gaitskell Park swapping their street widths over.
- The pedestrian route between sub-plots 17a and 17b has been removed and these sub-plots have been combined. These are still referred to as 17a and 17b for phasing and schedule of accommodation reasons. The now combined sub-plots 17a with 17b have moved north slightly due to the street widths on its north and south sides having swapped to improve the community spine connection.

Revised Parameter Plan 02 - Parcels



2.3

AYLESBURY SQUARE (PLOT 18)

The massing and parameter heights of both the north and south block have been raised and expanded. The entire footprint of 18a has moved southwards due to conflicts with the existing Northchurch House.

The footprint of sub-plot 18a has also expanded eastwards to meet Thurlow Street and extend the building line of sub-plots 9a and 9b. The massing of the lower portion of the north building has been revised within the 6 to 8 storey range.

Sub-plot 9c has been merged with sub-plot 18a to allow for the plot to be delivered in one phase.

The changes in the schedule of non-residential areas being proposed on the Aylesbury Square activity hub are expressed in the table below.

Table 2.3.1 Revised non-residential uses proposed on Aylesbury Square

Non-residential use	Area (Sqm)
Health Centre	2,400
Early Years/ Nursery	550
Community Facility including:	
Library	420-500
Stay&Play	150
Community Trust (Creation Trust)	60
Meeting Room Suite	50
Retail, including pharmacy	250
Total	3880-3960

Revised Illustrative Diagram of Aylesbury Square



Key

- Max extent of Sub-plots 18 a and 18b (refer to Parameter Plan 02)
- Retail/ Cafe
- Community Facilities
- Retail/ Pharmacy
- Health Centre

2.4

MOVEMENT AND CIRCULATION

Creating attractive, legible and safe routes for pedestrians and cyclists that integrate into the surrounding streets is one of the key design principles of the Aylesbury Masterplan. All streets have been designed to reflect the character of the surrounding 'traditional street' typologies.

The street network within the Masterplan has been clarified to ensure a movement hierarchy is created that:

- Emphasizes key pedestrian and cycle routes through the development site within the street design and character
- Maintains Albany Road and Thurlow Street as the main vehicle movement corridors
- Minimises the potential for rat running
- Reflects LBS' 'Southwark's Cycling Strategy'

Vehicle Movement Hierarchy

The vehicle hierarchy reflects the existing street network by maintaining the existing streets of Thurlow Street, Albany Road and Portland Street as the key movement corridors within the new development. The remainder of the street network is effectively a grid of streets with suitable traffic calming measures and roads closed to vehicle traffic to minimise traffic speeds and reduce rat running through the development.

Guiding Principles

- The streets are to be designed to ensure vehicles travel at slow speeds to meet Southwark's designation as a 20mph borough.
- Thurlow Street and Albany Road are to be designed to ensure there is a smooth flow of traffic so buses can keep to their timetables.
- The street design and layout is to discourage rat running by restricting vehicle movements in key locations and introducing traffic calming measures where required.

Vehicle Hierarchy Diagram



Cycling Strategy

The cycling strategy has been design to provide strategic connections across the Masterplan, North/ South between Elephant and Castle and Burgess Park; and East/West connecting Walworth Road and Old Kent Road. It also reflects LBS' and TfL's recently released Cycling Strategies.

A key intention of the street design is to ensure that the needs of cyclists of all abilities and requirements are accommodated. The strategic cycle routes of the Southwark Spine along Thurlow Street and Quietway on Portland Street will accommodate commuter cyclists of all abilities. However, equally important are local and recreation cyclists. Therefore, all streets are to be designed to accommodate cyclists.

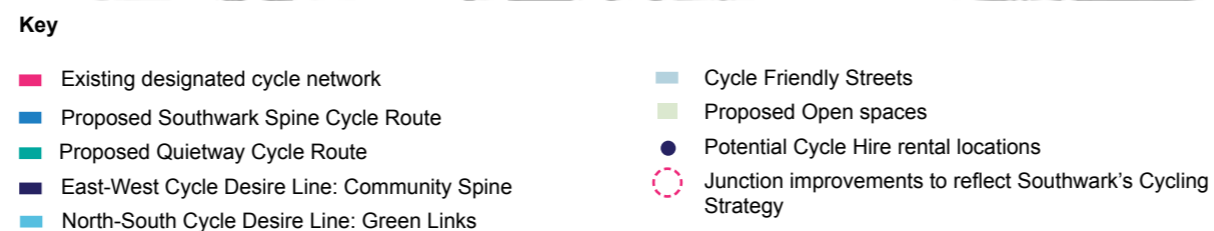
The East-West Community Spines and North-South Green Links are key cycle desire lines that are to be emphasized in the street design with traffic calming and pedestrian/cycle only streets introduced to create safe, legible and convenient east-west and north-south routes for cyclists of every ability.

Due to the level of vehicle traffic and bus movements along Albany Road and Thurlow Street, provision for cycling has not been included other than within the carriageway. This will be subject to further consultation with Southwark and TfL. The introduction of an east-west quietway through Burgess Park and the East-west Community Spine through the proposed development offers alternative cycling provision.

Guiding Principles

- All streets are to be designed to accommodate cyclists.
- Cycle crossings are to be introduced onto Thurlow Street and Albany Road to facilitate safe and easy east-west and north-south cycle movements.
- Key junctions along Thurlow Street and Albany Road are to be upgraded to facilitate cycle movements and reflect LBS' and TfL's cycling strategies
- Cycle parking is to be provided within the streets around the development. In particular, cycle parking must be located adjacent retail and commercial uses and residential cores to flat block developments.
- Two cycle hire rental locations to be provided in the Masterplan area in consultation with TfL.

Cycling Strategy Plan



Pedestrian Strategy

The pedestrian strategy reflects the cycle strategy, with key east-west and north-south pedestrian desire lines created by traffic calming and pedestrian/cycle only streets that prioritise pedestrians and cyclists and reduce the impact of vehicles. These desire lines have also been located to allow pedestrians to traverse the new parks and squares within the development, creating greener and less vehicle dominated routes for pedestrians.

Guiding Principles

- All streets are to be designed with pedestrian footways provided on either side of every road.
- Raised tables or traffic carpets are to be provided on cross streets adjacent busier roads such as Thurlow Street, Albany Road and Portland Street to prioritise pedestrians along these movement corridors.
- Regular crossing points are to be provided for pedestrians along Thurlow Street, Albany Road and Portland Street
- Use shared surface principles adjacent to parks and squares to act both as traffic calming elements and improve pedestrian access to the open spaces.

Pedestrian Strategy



Key

- Pedestrian movements prioritised at cross streets
- East-West Pedestrian Desire Line: Community Spine
- North-South Pedestrian Desire Line: Green Links
- Local Roads

Streetscape Character

The streetscape character has been designed to reflect the vehicle, cycle and pedestrian hierarchies as well as the Masterplan character areas.

Guiding Principles

- Key roads such as Thurlow Street and Albany Road are emphasized as the main movement corridors within the new development with additional width to allow for the various modes of transport as well as to create places where people can stop and meet.
- Aylesbury Community Spine: The east-west Community Spine connecting Walworth Road and Old Kent Road along Westmoreland Road and Mina Road via Gaitskell Park is to be emphasized by the inclusion of street trees on either side of the road.
- Merrow Street / Surrey Square Community Spine: The east-west Community Spine connecting Walworth Road and Old Kent Road along Merrow Street and Surrey Square is to be emphasized by creating a wider street with wider footpaths and a raingarden
- Green Links: Access to Burgess Park is to be emphasized by creating wider streets with larger canopy street trees and raingardens
- Local Roads: Street trees to be included on all local roads
- Pedestrian and Cycle Only Streets: designated pedestrian only routes to be provided on all pedestrian and cycle only streets with suitable visual and physical delineation between pedestrian and cycle alignments to ensure access for vulnerable pedestrians.

Please refer to the Landscape Statement for Street Sections.

Streetscape Character



Key

- Albany Road
- Thurlow Street
- East Street
- Portland Street
- Green Link Type A and B
- Local Road Type A
- Local Road Type B
- Mews Street
- Pedestrian and Cycle Only Street

2.5

PUBLIC OPEN SPACE

The minimum amount of Public Open Space has been decreased to allow for greater flexibility of access to buildings facing on to the open spaces.

This is reflected on the revised table opposite.

The 2014 submission identified that the outline Masterplan provided 1.95 hectares of open space, of which 1.59 hectares are parks and 0.36 hectares are civic spaces. In addition, the Masterplan also provided 0.54 hectares of open space within the Albany Road and Thurlow Street road frontages, creating a total area of open space of 2.49 hectares.

The adjusted open space provision within the outline Masterplan provides 1.70 hectares of open space, of which 1.413 hectares are parks and 0.283 hectares are civic spaces. In addition, the Masterplan also provides 0.722 hectares of open space within the Albany Road and Thurlow Street road frontages, creating a total area of open space of 2.42 hectares, a loss of 0.07 hectares from the 2014 submission.

However, the revised quantum of parks within the Outline Masterplan (1.413 hectares), coupled with the First Development Site park provision (0.12 hectares), is still greater than the area of Green Fingers within the Aylesbury Area Action Plan (1.32 hectares). This is further supplemented by additional open spaces in the form of civic squares and street frontages to make a total of 2.75 hectares of open spaces within the Masterplan and FDS; a figure greater than the AAP's 2.72 hectares of green finger and roadside greenspace.

Table 2.5.1 Review of Open Space Provision

Urban Task Force Typology	Detailed Typology	Total AAP identified existing unrestricted open space (ha)*	Total AAP proposed unrestricted open space (ha)*	Total Masterplan and FDS open space (ha)	
Parks and gardens †	Major park	46.07	46.07	46.07	
	Local park	2.4	2.4	2.4	
	Square	0.18	0.18	0.18	
	Total	48.65	48.65	48.65	
Playspace	Doorstep	0.33	0.25	Accounted for within Small Open Spaces and Pocket Parks	
	Local	0.35	0.57		
	Neighbourhood	0.61	0.58		
	Youth space	0.78	0.96		
	Total	2.07	2.36		
Amenity green space				Outline Master-plan	FDS
	Housing greenspace	4.83	4.8	1.62^	0.45^
	Green fingers	N/A	1.32	N/A	N/A
	Small Open Spaces and Pocket Parks	N/A	N/A	1.413	0.173
	Civic Spaces	N/A	N/A	0.283	0.117
	Roadside greenspace	1.4	1.4	0.722	0.042
	Pedestrian only streets	N/A	N/A	0.112	0.02
	Sub-total	6.23	7.52	4.15	0.80
	Total	6.23	7.52	4.95	
	Cemeteries and churchyards †	Churchyards	0.36	0.36	0.36
Total		0.36	0.36	0.36	
TOTAL open space		56.02	57.49	53.96 (54.25 in 2014 submission)	

* Figures taken directly from the table on page 76 of AAP's Background Paper: Open Space Strategy

^ communal courtyard spaces

† Assumed existing off-site provision

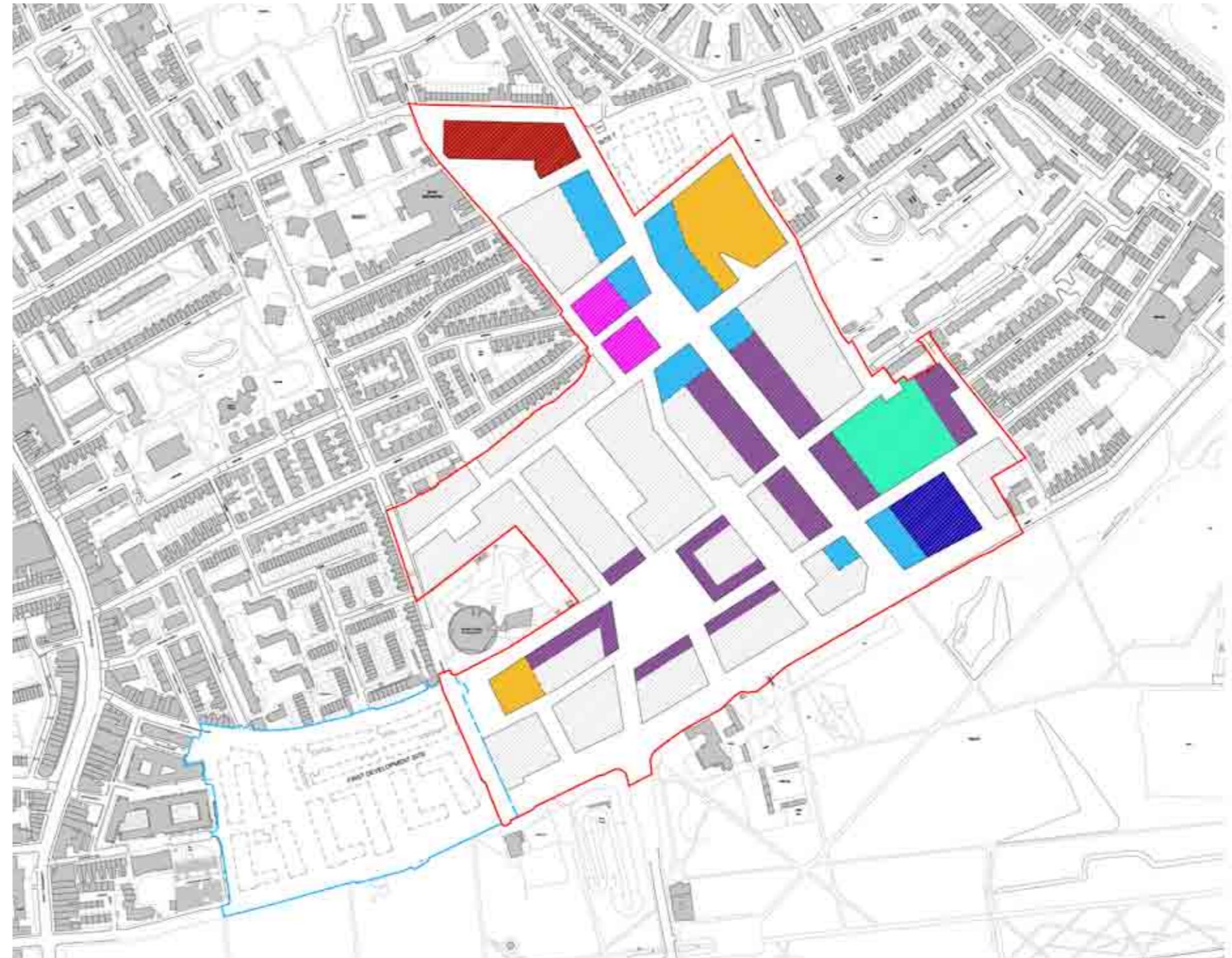
2.6

COMMUNITY SPINE USES

Increased flexibility has been incorporated into the Community Spine to allow for small shops or community uses to be incorporated along this route.

This is reflected on the Parameter Plan shown opposite, submitted as part of this Outline Planning Application.

Revised Parameter Plan 06 - Land Uses



KEY

- (B1) Employment
(C3) Residential
- (D1) Early years Facility
(C3) Residential
- (A1/A3/A4) Retail
(B1) Workspace
(C3) Residential

- (A1) Retail
(D1) Medical Facility
(D1) Community Facility
(D1) Early Years Facility
(C3) Residential
NOTE:
(D1) Flexible Use can extend to first floor
- (sui generis) Energy Centre
- (sui generis) Pressure Reduction Station

- Flexible Future zones
NOTE:
Flexible Future Zones are defined as areas where small A1/A3/A4 retail uses could be incorporated in future detailed development plans.
- (C3) Residential
- Maximum Extent of Development Parcel
NOTE:
(C3) Residential use occurs on all upper floors
(C3) Residential use replaces other uses in all locations with an overlap if not utilised for their suggested Land Use

